The road from Nilakkamukku to Kayikkara *via* Kozhitottam itself would cost Rs. 13,180, and the bridge would seem to require an extra Rs. 5,000 or more. The Chief Engineer will prepare an estimate for the bridge.

The member said that the lands required would be surrendered free of compensation.

DEWAN : The land acquisition is estimated to cost Rs. 9,000.

The Chief Engineer is being consulted about the Ayirur road.

An estimate for the construction of the dam will be obtained and the needful done in the matter.

A sum of Rs. 530 is being spent on the Paripalli road. Another five miles from the Paripalli–Madattura road will be taken over for departmental maintenance.

61. Repairs to Roads and Canals in Quilon.

MR. J. VENU VADHYAR (*Member, Trading Classes, Quilon*) said that, judged from the volume of trade, Quilon was becoming an important centre like Alleppey. The chief business consisted in the receipt and distribution of imported articles like paddy, rice, salt, tobacco, etc., and also the export of coir, *copra*, cocoanut oil, etc. But there were no proper facilities for the landing and transport of exported and imported articles. So far as the water-ways at Quilon were concerned, there were three landing places *viz.*, the Cutcherry *kadavu*, the Kurisummuttu *kadavu* and the Valiapala *kadavu*. Of those, the Cutcherry *kadavu* was more than a mile away from the bazaar. The Kurisummttu landing was being solely used by steam and motor launches for passenger traffic, so that country canoes could not easily load and unload cargoes. Further, there was a steep ascent on the road leading from the landing place to the town. What the traders therefore generally did was to load and unload the boats on an adjoining private land. The owner of that land naturally demanded high rates of rent for the use of his land and very often occasioned delay in the transport of articles and thereby caused loss to traders. The other landing palce, *viz.*, the Valiapala *kadavu* was the one really useful to the merchants. But there were many drawbacks even in respect of that. There were only two places convenient for the loading and unloading of boats, but the canal at those places was very narrow, being only 24 feet in width during the winter season and 12 feet during the summer months of Makaram, Kumbham, Meenam and Medam when trade was busiest. The transport of articles could not therefore be done without a certain amount of delay. On account of such delays, the merchants were put to severe losses by the fluctuations in prices. Further, the road level was about 50 feet from the landing place so that articles could be carried by head-loads only. The member suggested that cart roads should be opened on either bank of the canal from the Big Bridge to the Iron Bridge and parapet walls should be constructed along the banks. An adequate number of wharfs and *jetties* should be built at convenient places between the limits specified above and other facilities too afforded for the transport of goods as the Government deemed proper. Although the same subject had been pressed at previous sessions of the Assembly, nothing had yet been done.

The road on the western side of the Tirumala temple was in a very bad condition. Neither the Public Works Department nor the Municipal Council was attending to its maintenance. Portions of it had been scoured by running water during the rainy season and there were many ruts and the road was quite unfit for pedestrian and wheeled traffic. It should, therefore, be improved without further delay. But if the Government did not find it convenient to do so, the road might be assigned to the Tirumala Devaswom, the authorities of which were willing to do the needful.

DEWAN'S REPLY : Mr. Venu Vadhyar, the question of the road to Kallupala *kadavu* and from there to Kurisumuttu *kadavu* is a matter in which the Government cannot act alone, and they will have to consult the Quilon Municipality ; and I shall undertake to have the Municipality consulted at an early date and see if they can provide adequate facilities for communications.

The member said that the Cutcherry road was not fit for cart traffic.

DEWAN : That matter has already been referred to the Divisional Officer by the Chief Engineer, and they will take up the question.

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